

clear of the race course area as marked by the sponsor provided buoys.

(3) The operator of any vessel in the regulated area shall:

(i) Stop the vessel immediately when directed to do so by any commissioned, warrant, or petty officer on board a vessel displaying a Coast Guard ensign.

(ii) Proceed as directed by any commissioned, warrant or petty officer on board a vessel displaying a Coast Guard ensign.

(c) *Effective dates:* This regulation is effective from 9:30 a.m. to 6:30 p.m. on October 11 and 12, 1997.

Dated: September 23, 1997.

J. Carmichael,

*Acting Captain, U.S. Coast Guard,
Commander, Fifth Coast Guard District.*

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD8-97-037]

RIN 2115-AE47

Drawbridge Operation Regulation; Red River, LA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: This rule removes the regulation for the S 8 bridge across the Red River, mile 105.0 at Boyce, Rapides Parish, Louisiana. The swing span was removed and the regulation governing its operation is no longer necessary.

DATES: This regulation becomes effective on October 8, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. David M. Frank, Bridge Administration Branch. (504) 589-2965.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice for proposed rulemaking for this regulation has not been published, and good cause exists for making it effective in less than 30 days from the date of publication. Following normal rulemaking procedures would be unnecessary. The draw to which this rule applies was removed in 1985 and replaced by a fixed span bridge.

The S 8 bridge across the Red River, mile 105.0, at Boyce, Louisiana, was removed and replaced in 1985 by a fixed span bridge. The elimination of this drawbridge necessitates the removal of the drawbridge operation regulation that pertained to this draw. This rule removes the regulation for this bridge in § 117.491.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential cost and benefits under section 6(a)(3) of that order. It has not been reviewed by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) FR 11040; February 26, 1979).

The Coast Guard expects no economic impact from this rule and a full Regulatory Evaluation is unnecessary. This rule will have no economic impact because it removes a regulation that applies to a bridge that no longer exists.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard must consider whether this rule, if adopted, will have a significant economic impact on a substantial number of small entities. Small entities may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) governmental jurisdictions with populations of less than 50,000.

This rule will have no impact on either vehicular or navigational traffic because the regulation being removed applies to a bridge that has been removed. Because it will have no impact, the Coast Guard certifies under 5 U.S.C. 605(b) that it will not have any economic impact on a substantial number of small entities.

Collection of Information

This rule contains no collection-of-information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 et seq.).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment. The authority to issue permits for the construction, reconstruction, or alteration of bridges across navigable waters of the United States belongs to the Coast Guard by Federal statutes.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under section 2.B.2.(g)(5) of Commandant Instruction M16475 1B, this rule is categorically excluded from further environmental documentation. A "Categorical

Exclusion Determination" is available in the docket for inspection or copying where indicated under **ADDRESSES**.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, part 117 of title 33, Code of Federal Regulations, is amended as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1(g); Section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

§ 117.491 [Amended]

2. In section 117.491, paragraph (a)(3) is removed.

Dated: September 18, 1997.

T.W. Josiah,

*Rear Admiral, U.S. Coast Guard Commander,
Eighth Coast Guard District.*

[FR Doc. 97-26698 Filed 10-7-97; 8:45 am]

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DEPARTMENT OF VETERANS AFFAIRS

38 CFR Part 19

RIN 2900-AI50

Appeals Regulations: Remand for Further Development

AGENCY: Department of Veterans Affairs.
ACTION: Final rule.

SUMMARY: This document adopts as a final rule amendments to the appeals regulations of the Board of Veterans' Appeals (Board) of the Department of Veterans Affairs (VA). The amendments change the circumstances in which the Board must remand a case to the VA field facility with original jurisdiction in the case. The changes help avoid unnecessary remands.

EFFECTIVE DATE: October 8, 1997.

FOR FURTHER INFORMATION CONTACT:

Steven L. Keller, Chief Counsel, Board of Veterans' Appeals, Department of Veterans Affairs, 810 Vermont Avenue, NW, Washington, DC 20420, (202-565-5978).

SUPPLEMENTARY INFORMATION: On July 3, 1997, VA published in the **Federal Register** (62 FR 36038) a proposed rule which would require the Board to remand a case to the agency of original jurisdiction ("AOJ") (usually one of VA's 58 regional offices) when